

Comments for Draft Revisions *(Not Applicable to Directives; Refer to Directive Management Officer for Directive Comment Format)*

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Comments Submitted By:		Moin Abulhosn						
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#	Document Name	Page Number	Paragraph Number	Referenced Text	Comment/Rationale or Question	Proposed Resolution	Comment Type (Conceptual, Editorial, or Format)	Disposition/Response to Comment
1	AC 20-149B	9	9.2.3	If used, red should be associated with conditions that represent serious near-term or potential threats to safety.	Red is considered a threat to safety and should have a clear indication to flight crew.	If used, red should be associated with conditions that represent serious near-term or potential threats to safety. In addition, red should not be overlaid or obscured by other symbols.	Conceptual	Non Concur. The proposed added wording is not a MOPS requirement, nor is this directly addressed in any of the xx.1322 regulations. The referenced ACs in the Note section of para 9.2.7 on page 10 of the AC do cover possible overlays and obstruction of alerting information. If needed, we will present this proposal for consideration in a future revision of the MOPS.
2	AC 20-149B	9	10	Perform electromagnetic compatibility tests to demonstrate that the FIS-B avionics equipment does not adversely affect other aircraft systems, including required radio systems.	Electromagnetic compatibility is about being compatible with each other.	Perform electromagnetic compatibility tests to demonstrate that the FIS-B avionics equipment is not adversely affected, and does not adversely affect other aircraft systems, including required radio systems.	Conceptual	Concur. Changed the wording in the section to reflect the comment.
3	AC 20-149B	9	10	The FAA recommends doing radio frequency (RF) emissions tests on the FIS B avionics equipment using AC 21-16G. Section 21.0 of RTCA/DO-160 versions D, E, F, and G contains the appropriate emission of RF energy test procedures.	Different versions are confusing, recommend using only the latest one.	The FAA recommends doing radio frequency (RF) emissions tests on the FIS B avionics equipment using AC 21-16G. Section 21.0 of RTCA/DO-160 versions D, E, F, and G contains the appropriate emission of RF energy test procedures.	Editorial	Non concur. Per AC 21-16G, DO-160 version D (with Changes 1 through 3 incorporated), E, F, or G are all acceptable means of compliance for this test. However, consistent with AC 21-16G, we are adding the parenthetical requirement for Changes 1 through 3 to be incorporated in Version D.



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Comments Submitted By:		Moin Abulhosn						
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4	AC No: 20-149B	3	5 & 6	Definition of key terms. BACKGROUND	Question - Is FIS planned or envisioned to be functional over the ADS-B 1090 (Mode S) systems and frequencies? If so, that should be more definitively explained and discussed within this document in the Definitions and Background Sections.			Non concur. This AC is for UAT and Commercial providers not Interoperable with the SBS provider only. FIS-B is not provided over 1090ES.
5	AC No: 20-149B	11	13.2	Flight Tests	Add the following sub-paragraph 13.2.3 - Evaluate all reasonable combinations of control settings and operating modes for the FIS-B system and aircraft safety-related and required electrical and electronic systems in flight. With FIS-B equipment energized in flight, operate other electrically operated equipment and systems on the aircraft to demonstrate electromagnetic compatibility. Evaluate FIS-B operation and function during possible degraded electrical configurations.			Non concur. Electromagnetic Interference is discussed in Secton 10. Since FIS-B is a non-required system and its loss or failure is minor, it is not the intent of this AC to require a flight test of every FIS-B installation. Rather, as set forth in Section 13.2.1, an inflight EMC evaluation is only required if EMC cannot be adequately demonstrated during ground tests. The ground tests specified in Section 13.1 are considered adequate to demonstrate the basic function, operation and integration of the FIS-B equipment. Section 13.2.2 of the AC provides for flight evaluation of failure conditions that cannot be tested on the ground, as necessary.



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#	Document Name	Page Number	Paragraph Number	Referenced Text	Comment/Rationale or Question	Proposed Resolution	Comment Type (Conceptual, Editorial, or Format)	Disposition/Response to Comment
	AC 20-149B	2 & 10	4.1 & 12.3	AC 25.1419-1A	AC 25-28, "Compliance of Transport Category Airplanes with Certification Requirements for Flight in Icing Conditions," dated October 27, 2014 cancels AC 25.1419-1A.	Change references to AC 25-28.	Editorial	Concur. References to AC 25.1419-1A replaced with AC 25-28.

Comments Submitted By:		ACE						
Organization:		Small Airplane Directorate						
Phone:								

#	Document Name	Page Number	Paragraph Number	Referenced Text	Comment/Rationale or Question	Proposed Resolution	Comment Type (Conceptual, Editorial, or Format)	Disposition/Response to Comment
		8	9.2	To ensure compatibility with existing Title 14 of the Code of Federal Regulations (14 CFR) part 25 transport airplane displays and to ensure displays maintain their effectiveness across a wide variety of functions and applications, the applicant should apply the following principles when determining what, if any, features of FIS-B displays should be coded red, amber (yellow), and green. Use the following part 25 guidance instead of the color guidance found in RTCA/DO-267A, section 3.8 and table 3-2:	Is this section (and sub-sections) specific to only Part 25 transport airplanes? If so, what is used as guidance for Part 23?	The resolution is dependent upon the response to the questions asked. If only applies to Part 25, then leave it alone. If it applies to all users of FIS-B, then remove references to Part 25.		Concur. Section 9.2 changed. Actually Part 23 regulations refers you to Part 25 regulations. This AC will refer in generality to all aircrafts.



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Comments Submitted By:		Moin Abulhosn						
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		9	9.2.7	Note: Guidance found in AC 23.1311-1C or AC 25-11B, and AC 25.1322-1, should be used in place of the color guidance in RTCA/DO-267A, section 3.8 and table 3-2.	This is confusing. Section 9.2 just laid out how to apply colors in lieu of DO-267A, section 3.8 and table 3-2, and now you are stating color guidance in the listed documents should be used in lieu of DO-267A, section 3.8 and table 3-2. What color scheme should be followed?	Make sure it is clear to the reader what color policies should be used.		Concur. Added reference to "Section 9.2 of this AC" to this section.
		1	1.1	"This AC describes an acceptable means, but not the only means, to gain airworthiness approval...."	Approval is not necessarily needed for the installation of this equipment/function. The new NORSEE policy allows installation of non-required, safety enhancing, equipment with a failure condition for minor as a minor alteration with no approval needed. The word approval implies a STC or field approval is needed.	Suggest change this sentence to read "to gain airworthiness acceptance."		Non concur. Standard template language plus Plain Language specified by the Administrator's Order.



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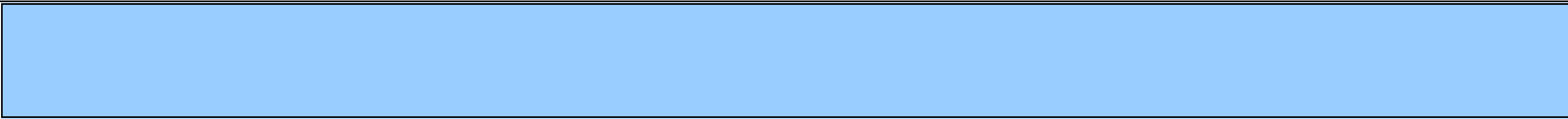
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		8	9.2 through 9.2.7	See previous comments from ACE. Additionally this appears to be written for part 25 and need to be clarified for part 23.	Rearrange the paragraphs such that the note is in 9.2	9.2 Guidance found in AC 23.1311-1C or AC 25-11B, and AC 25.1322-1, should be used in place of the color guidance in RTCA/DO-267A, section 3.8 and table 3-2. For part 25 transport airplanes, to ensure compatibility with existing displays and to ensure displays maintain their...		Concur. Changed para to talk to all aircraft types associated, in general.
		5 and 8	Note and Note 1	This indicates that FIS-B is an approved source for TFR information.	I am not sure and could not confirm but believe that FIS-B is not an approved source of TFRs. FIS-B is not an approved source for NOTAMs and TFRs are a NOTAM.	This should be checked.		Non Concur. Checked for validity and TFR is an approved data type.
		10	12	As a 20 series AC I think this covers Light Sport Aircraft. If so there needs to be an additional paragraph in 12.		12.4 Alterations made to LSA aircraft must be evaluated relative to the requirements of the applicable design and production consensus standards and verify that the altered aircraft still meets the standards subsequent to the alteration.		Non concur. Standard template language plus Plain Language specified by the Administrator's Order. However, we will identify this as a potential needed template change.

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#	Document Name	Page Number	Paragraph Number	Referenced Text	Comment/Rationale or Question	Proposed Resolution	Comment Type (Conceptual, Editorial, or Format)	Disposition/Response to Comment
1	AC20-149B	8	9.2.1	Design Considerations	Color assignment should be identical to 14 CFR part XX.1322.	Instead of paraphrasing XX.1322 the document should simply reference XX.1322.	Conceptual	Non concur. The description in 9.2.1 is appropriate to the AC and to the regulations.
2	AC20-149B	11	14.1	AFMS wording	On page 8, the document describes Class 1 and Class 2 equipment. The AFMS example appears to present a Class 2 AFMS solution. In addition, the AFMS should advise the aircrew if they have approved data or not.	Revise the wording to include if the system is Class 1 or Class 2 per AC 20-149B or include a statement that the data is or is not FAA approved.	Conceptual	Non concur. The AFMS wording in the AC is not example wording, it is required wording for both Class 1 and Class 2 equipment. TSO-C157b also contains additional required language for the equipment operating manual, which identifies what data is FAA-approved for Class 1 equipment (and which specifically excludes NOTAMS). No data is FAA-approved on Class 2 equipment.
3	AC20-149B	5	6.1, Note, 3rd line		1.) Why is "TFR" not listed as a bullet above? 2.) Why is "SPECI" bullet above not listed in this sentence?	1.) Include "TFR" in the bullets, as part of the FIS-B data package. 2.) Add "SPECI" (2nd bullet) to the list of FIS-B data listed in this sentence, if applicable.	Conceptual	Concur. Added TFR to the list of Products. SPECI is part of METAR, changed the referred Note in the AC to reflect that METAR includes SPECI.
4	AC20-149B	5	6.1, Note, 4th and 5th lines		This sentence states "FIS-B uplink is not an FAA-approved source for NOTAMS". However, NOTAMS are included in the bullets above and may be construed as "FAA approved" data.	Include an asterisk and associated footnote adjacent to the NOTAM bullet stating this data is not FAA-approved. A brief explanation of why this data is not FAA-approved would be beneficial.	Conceptual	Non Concur. The "Note" must be read. Putting an * for the NOTAM and not the others might lead the reader to skip the "Note". Additionally, the equipment operating manual and/or A/RFMS will specify what types of data, if any, are FAA-approved. The required equipment operating manual language in TSO-C157b specifically excludes NOTAMS.
5	AC20-149B	6	6.3, 4th line		"(1a)" is not clear in this context.	Suggest changing "(1a)" to "step 1a as shown in Figure 1 below".	Conceptual	Concur. Changed to "step 1a below".
6	AC20-149B	6	6.3, 6th line		"(2a)" is not clear in this context.	Suggest changing "(2a)" to "step 2a as shown in Figure 1 below".	Conceptual	Concur. Changed to "step 2a below".
7	AC20-149B	6	6.3, 7th line		"(3a)" is not clear in this context.	Suggest changing "(3a)" to "step 3a as shown in Figure 1 below". Note: What is the significance of the "a" following steps 1a, 2a, and 3a? It implies there may be "b" steps listed elsewhere.	Conceptual	Concur. Changed to "step 3a below".

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8	AC20-149B	7	7.2, 1st line		The "air" subnetwork is not depicted in Figure 1.	Suggest adding a representative depiction of an "air" subnetwork to Figure 1.	Conceptual	Partially concur. Although dissemination of FIS-B via airborne relay may be technically possible, FIS-B is currently only provided through ground- and space-based transmitters. Removed "air" from paragraph 7.2 to align with Figure 1.
9	AC20-149B	7	7.3, 1st line		This line addresses "ground end systems".	Please clarify or give an example of "ground end systems".	Conceptual	Concur. Changed "ground end systems" to "ground and spaceborne transmitters".
10	AC20-149B	8	8.2, Note 1, 3rd and 4th lines		These lines state "FIS-B Class 1 equipment uplink is not an FAA-approved source for NOTAMs". However, NOTAMS are included in the bullets on page 5 and may be construed as "FAA approved" data.	Include an asterisk and associated footnote adjacent to the NOTAM bullet on page 5 stating this data is not FAA-approved. A brief explanation of why this data is not FAA-approved would be beneficial.	Conceptual	Non concur. See response for comment 4.
11	AC20-149B	8	9.2, 2nd and 5th lines		These two lines address "part 25".	Please explain why "parts 23, 27, and 29" are excluded from this paragraph.	Conceptual	Partially Concur. Changed para to reflect all parts. BTW, Part 23 reference in the regulation refers you to Part 25, FYI only.
12	AC20-149B	9	9.2.2, 1st and 2nd lines		These two lines state "although not necessarily identical".	Please clarify what this means, ie different shades, chromaticity, etc?	Conceptual	Partially concur. Although shading, chromaticity, etc. may vary somewhat across different types of displays, the colors red, amber (yellow), and green should maintain their meaning consistent with this section regardless of display type. No change is considered necessary to the wording in this section.
13	AC20-149B	9	9.2.6		This paragraph is vague.	Does it mean that mixed color information can't be displayed simultaneously or that the same information can't be displayed in different colors? Please clarify.	Conceptual	Partially concur. Color for immediate awareness/action should not be able to be confused with color for Advisory information.
14	AC20-149B	9	9.2.6, 2nd and 3rd lines		These lines address "color-coded information that is advisory in nature".	Please define the color to be used for "advisory" information.	Conceptual	Non Concur. Check the Note in 9.2.7, it refers to the appropriate ACs for color.



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15	AC20-149B	9	9.2.7, 2nd line		This line addresses "dated, non-time-critical information" and differentiates it from "time-critical information".	By definition, is "dated" information the same as "non-time-critical" information? This appears to be redundant wording. Or stated differently, can there be "dated, time-critical information"?	Conceptual	Non concur. Refer to the ACs provided in the "Note" that speaks to this condition.
16	AC20-149B	12	14.1, 1st line		This line addresses "NOTAMS".	Suggest addressing the FAA-approved vs non-FAA-approved status of NOTAMS, as it pertains to FIS-B Class 1 and 2 data. NOTAM approval status is not clear in this context.	Conceptual	Non concur. TSO-C157b contains required language for the equipment operating manual, which identifies what data is FAA-approved for Class 1 equipment (and which specifically excludes NOTAMS). No data is FAA-approved on Class 2 equipment.
17	AC20-149B	7	8.1	hazard classification	This paragraph states the hazard classification should be no greater than minor. Typically if software is used, then level D software may be required. There is no reference to the software requirements of AC 20-115 and RTCA DO-178.	Suggest adding a paragraph to reference FAA software guidance (AC-115 and RTCA DO-178) when needed.	Conceptual	Non concur. TSO-C157b specifies the required software level and development assurance methods for FIS-B equipment.

Comments Submitted By:			AIR-500					
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#	Document Name	Page Number	Paragraph Number	Referenced Text	Comment/Rationale or Question	Proposed Resolution	Comment Type (Conceptual, Editorial, or Format)	Disposition/Response to Comment
1	AC 20-149B	Page 3	Par. 5		In the last sentence in the fourth bullet item (Flight Information Services [FIS]), the phrase "data link services not requiring" would be clearer if it was changed to the active voice: "data link services that do not require".	Consider changing "not requiring" to "that do not require, as below: "Additionally, FIS is limited to broadcast data link services that do not require request-reply."	Clarity	Concur. Changed "not requiring" to "that do not require".
2	AC 20-149B	Pg. 3, 4	Par. 5		In order to keep the structure of the definition of "Flight Information Services (FIS-B)" the same as the other definitions, there should be an "A" at the beginning of the sentence.	Consider adding an "A" to the beginning of the sentence, as below: "A means of disseminating FIS by broadcast (a non-directed transmission intended to be received by all stations)." Also, if it conforms to common FAA usage of the term "UAT", consider adding an "A" to the beginning of the sentence which defines UAT, as below: " A UAT transmits on the 978 MHz frequency. The UAT supports ADS-B, FIS-B, and Traffic Information Service-Broadcast (TIS B) services."	Ease of reading/ Consistency of formatting	Concur. Changed the Para 5 according to the suggestion, added "A" to the sentences.

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3	AC 20-149B	Pg. 4	Par. 5		The definition of “Universal Access Transceiver (UAT)” tells what this transceiver does but doesn’t really tell what it is.	Please consider revising the definition of “UAT” to more accurately describe what this device is. As it stands now the definition mostly just describes what it does. For example, something like— “A device that supports...”	Clarity/Ease of reading	Concur. Will change the description to read: “A transceiver that operates on the 978 MHz frequency and supports ADS-B, FIS-B and Traffic Information Services-Broadcast (TIS-B) services.”

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4	AC 20-149B	Pg. 4	Par. 6 and Universal		The word “below” is unnecessary in the last sentence of this paragraph.	Please consider deleting the word “below” from this sentence. Also, consider deleting similar occurrences (use of “above” or “below” when referring to a table or figure included in the AC) throughout the document.	Ease of reading	Non concur. The word “below” helps lead the reader quickly to the proper place in the document. We consider that leaving this word here aids ease of reading, rather than hinders it. No change needed.
5	AC 20-149B	Pg. 4	Par. 6		For clarity, it might make sense to break up the last sentence in this paragraph.	Consider breaking this sentence into two sentences, as below: “To provide for these two methods, this AC recognizes two different FIS-B equipment classes. They are identified in TSO C157b and defined in table 1.”	Clarity	Concur. Changed the sentence, plus kept the word below do to its significance.
6	AC 20-149B	Pg. 4	Table 1 and Universal		In the first row of table 1, the word “With” is capitalized. “With” is not normally capitalized in the title case.	Please consider changing “With” to lowercase here and wherever it occurs in title case throughout the document.	Consistency of formatting	Concur. Changed “With” to lower case in the Equipment Name column.
7	AC 20-149B	Pag. 4	Table 1		In the third column of the first row in table 1, the comma at the end of the document title should be deleted. In the third column of the second row in table 1, the period at the end of the document title should be deleted.	Delete the comma at the end of the document title, as below: "RTCA, Inc., Document No. RTCA/DO-358, Minimum Operational Performance Standards Also, delete the period at the end of the document title in the second row, as below: "RTCA/DO-267A, Minimum Aviation System Performance Standards for Flight Information Service - Broadcast, dated April 29, 2004, section 2 (except 2.1.4, 2.2.12, and 2.2.13) and section 3.8"	Grammar	Concur. Deleted comma and period.
	AC 20-149B	Pg. 5	Par. 6.1, 8 th and 10 th Bullet Items		Because they are already in parentheses, “CONUS” in the 8th bullet item and “FDC” in the 10th bullet item should be in brackets instead of parentheses.	Replace parentheses around "CONUS" and FDC" with brackets, aas below: "NEXRAD Reflectivity (Continental united States [CONUS]) "Notice to Airmen (NOTAM/Flight Data Center [FDC])	Grammar/ Consistency of formatting	Concur. Changed parentheses to brackets.
	AC 20-149B	Pg. 5	Par. 6.1, Note and Universal		In the first sentence, because it is the first time it is used in the AC, the acronym “PIREP” should be defined.	Please define "PIREP". See formatting example below: "pilot report (PIREPs)" Please correct any other occurrences fo undefined acronyms, if they occur, throughout the document.		Non Concur. The acronym “PIREP” is actually used for the first time in the bulleted list of weather products at the beginning of Paragraph 6.1 and is defined there. Use of the acronym in the Note, although pluralized there (“PIREPs”), is the second use of the acronym. No change needed to text.
	AC 20-149B	Pg. 5	Par. 6.2		The last sentence in this paragraph uses “can” where “may” is appropriate.	Replace "can" with "may", as below: "These service may include-" Rule: " Can" signifies ability or capaciity. "May" requests or grants permission. In negative Example: When you can [not may] get here on time, you may [not can] be excused early.	Grammar	Concur. Changed “can” to “may”.

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Organization:		AIR-130 (AC 20-149B)						
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	AC 20-149B	Pg. 6	Par. 6.3		In the first sentence, “ground” refers to “data link systems”; therefore, unless it is not correct by FAA standard usage, it should be hyphenated.	If appropriate, add a hyphen to "ground", as below: "Figure 1 represent a one-way, onon-addressed, FIS-B service that uses either ground-or space-based data link systems."	Grammar	Concur. Added hyphen.
	AC 20-149B	Pg. 7	Par. 7		In the first sentence, “not requiring” is passive voice. It would be clearer if it was changed to “that do not require”.	Consider changing “not requiring” to “that do not require”, as below: “Portable display systems that do not require design approval are outside the scope of this AC.”	Clarity	Concur. Changed to “that do not require”
	AC 20-149B	Pg.	Par. 7.1		The second sentence in this paragraph could be clearer.	Consider adding “Once they gather this information,” to the beginning of this sentence and replacing “this information” with “it”, as below: “Once they gather this information, FIS providers then process it this information into a format suitable for data link.	Clarity	Concur. Changed to the suggested sentence.
	AC 20-149B	Pg. 7	Par. 7.3		In the first sentence, “ground end” should be hyphenated because it modifies “systems”. However, if it is common FAA usage to not hyphenate, leave as is.	Unless it is common FAA usage, consider adding a hyphen to “ground end”, as below: “The aircraft FIS-B system receives data from ground-end systems managed by a service provider.”	Clarity/Grammar	No longer applicable. Sentence was re-worded for better clarity in response to another comment, and the words “ground end” were deleted in this change.
	AC 20-149B	Pg. 7	Par. 8.1 and Universal		In the second sentence of this paragraph, should the word “minor” be italicized? Because it refers to a hazard classification, it seems like it should be accented in some way.	If it makes sense and goes along with FAA conventions, consider italicizing “minor” as below: “Therefore, the hazard classification should be no greater than minor, provided the flightcrew uses...” Please format any similar occurrences as you choose to format this instance throughout the document.	Clarity	Non concur. Italics for hazard classification is not standard in our ACs or TSOs, so we prefer to maintain the norm. We acknowledge the point of the comment. It may be beneficial to discuss such a change to the AC and TSO templates with the template owners.
	AC 20-149B	Pg. 10	Par. 12.1		The word “installation” is redundant.	Please consider striking “installation” after “manufacturer’s”, as below: “Install the equipment in accordance with the manufacturer’s installation instructions.”	Ease of Reading	Non concur. “Manufacturer’s installation instructions” is a common description for this type of instructions. Manufacturers produce many different types of instructions for their products – e.g. installation, maintenance, operating, etc. Sometimes these go by different names, are consolidated with other types of instructions, or come with other variations. We prefer to maintain the specificity here.

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	AC 20-149B	Pg. 10	Par. 13.1. 1.		This sentence does not make sense as a continuation of the lead-in sentence ("The ground tests for certification should—").	Consider breaking up this sentence by inserting a semicolon after "annunciations" and a comma after the first occurrence of "and" after "annunciations". Also, consider adding "must" after "FIS-B system" and changing "are easily accessible" to "must be easily accessible". See example below— "Ensure the general arrangement and operation of controls, displays, circuit breakers, annunciations; and, any placards for the FIS-B system must have an unobstructed view and must be easily accessible." NOTE: the word "should" could replace "must" in both instances. Please use whichever is most appropriate.	Clarity	Partially concur. Rather than inserting the words "must" and "must be" as suggested, we will make an alternative change by deleting the words "general arrangement and operation of". This will make this sentence a smooth continuation of the lead-in sentence, while maintaining the essence of the intended guidance.
	AC 20-149B	Pg. 10	Par. 13.1.3.		This sentence could be made a little bit clearer if the word "by" was inserted before "ensuring" or if "ensuring" was replaced by "and ensure", whichever better conveys the intended message of the sentence.	Consider adding "by" before "ensuring" or replacing "ensuring" with "and ensure". See 1. "evaluate the system installation by ensuring clear identification, accessibility, and 2. "Evaluate the system installation and ensure clear identification and ensure clear identification, accessibility, and visibility during both day and night conditions."	Clarity	Concur. Changed the AC to adopt option 1 in the previous column.
	AC 20-149B	Pg. 12	Par. 14.1 (b)		The addition of "the" after "The system lacks" could make the third sentence in this paragraph a little bit clearer and easier to read.	If it makes sense, consider adding a "the" after "The system lacks", as below: "The system lacks the sufficient resolution and updating capability necessary for aerial maneuvering associated with immediate decisions."	Clarity/Ease of Reading	Non Concur. This language, enclosed within quotation marks, is required operating manual language we are specifying for the aircraft/rotorcraft flight manual or flight manual supplement (A/RFM(S)). This language is identical to required equipment operating manual language specified in the associated TSO-C157b. Adding a word within the quotation marks here would make it inconsistent with the required wording in the TSO. We consider the sentence adequately readable as-is. Therefore, to maintain consistency of this required manual language between the AC and the TSO, we decline to make this change.



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Phone:	

#	Document Name	Page Number	Paragraph Number	Referenced Text	Comment/Rationale or Question	Proposed Resolution	Comment Type (Conceptual, Editorial, or Format)	Disposition/Response to Comment
1	AC 20-149B	2		AC 23.1419-20	This Related Publication citation is only really referencing the "change 1" addendum. Does it also have to reference the original AC as Change 1 has not been incorporated?	Reference both the original and change 1 material.	Editorial	Concur. Added the Original Ac date plus the Change 1 date.
2	AC 20-149B	2			Has this AC has been cancelled by AC 25-28?	Maybe change to reference 25-28 or the latest AC covering the topic.	Editorial	Concur. Ac 25-28 is now added as a reference.
3	AC 20-149B	2		AC 27.1309 and AC 27.1419	Is the real reference intended here AC 27-18 dated 9/30/2008?	Reference AC AC 27-18 dated 9/30/2008	Editorial	ACs are part of the Master doc. No Change
4	AC 20-149B	2		AC 29.1309 and AC 29.1419	Is the real reference intended here AC 29-2C dated 9/30/2008?	Reference AC 29-2C dated 9/30/2008	Editorial	ACs are part of the Master doc. No Change
5	AC 20-149B	2		AC 43.13-28 (B instead of 8)	Should this be dated 5/13/2014?	Change the date for the AC to the current revision.	Editorial	Non Concur. Date in RGL is 3-3-2008.